LYNCH, DENNIS, fifth assistant engineer,

LARIA, PANZIA, pantryman,

ILLER, WILLIAM, chief engineer. He was about

fifty years of age, and lived at No. 523 West

Fifty-first-st. He leaves a wife and child, the

latter about thirteen years of age. He was con
nected with the line a good many years.

CONEY, GILERER, water.

ULLER, H., carpenter.

MULLER, H., carpenter. McLARNEY, I., third cook. McLarrey, f., third cook,
Nre, John, freman,
Nissen, Burnard, accord mate,
Olsen, Thomas, waiter,
O'Nell, W., quartermaster,
O'Youle, M., waiter,
Peters, Jose, seaman,
Range, D. G., seaman,
Range, D. G., seaman,
Erosel, Jan, second steward. He hved in West
Broadway, and had a wife and child.

LKY, HERMAN, seaman,
AVIN, WILLIAM, chief cook. He was a single
man and lived in the First Ward of NewYork.

SEVERITY OF THE STORM.

FRED THE CYCLONE-A DREADFUL NIGHT-OPIN- rest of the voyage was pleasunt. No injury was TALES WITH CAPTAINS OF VESSELS THAT WEATH-IONS OF SAILORS ABOUT THE FATE OF THE VERA CRUZ.

The steamer New-Orleans, of the Cromwell Line, having also been caught in this same cyclone, off the coast of Florida, a TRIBUNE reporter went to Pier 3 North River, where it is at present lying, in order to see the Captain. Carpenters and shipbuilders were busy at work repairing the ship's sides and bulwarks, which had been terribly damaged by the storm. More than half the lifeboats had been swept away, as well as some of the cabins and deck houres. The Captain being absent, the first mate, Mr. Robinson, an old scattering man, was ques-

"The eyelone begun last Saturday at about 2 o'clock in the afternoon," he said, "and long as I have been at sea I have never witnessed anything We were in sight of the Florida coast at the time, but soon entered into the Gulf Stream, which runs in a northeasterly direction at that point, and is thus of great service to Southern ves-Cruz having on the other hand left New-York last time, on the Fiorian coast, at about the same time as | was due at Havana last Tuesday, but as it has not we. But as vessels bound south are, to avoid the Guif Stream, forced to keep very near land, when a cyclone takes place they become exposed to far greater danger than vessels in the open sea.

" The heavy clouds which began to overshadow the heavy early Saturday morning were sure forerunners of a coming storm; but not until the afterneen had it become evident that a cyclone was upon us. All the ordinary precautions were taken by the captain, but prepared as we were to cope with the elements we little thought what was in large, Pedro G. Abrewy Charce, J. M. Barris, Pedro G. Barr store for us. The tossing of the vessel became stronger and stronger every minute, and huge Arthur W. Laczette, Mass Mary Series, Mass Mar waves broke with violence arasust the bulwarks and harricane decks. As the tempest increased in fury the atmosphere was filled with a thick mist making breathing difficult. A little before the storm we had seen several vessels within a few miles of us, but now not a vestige of them was visible. Nothing but the heavy for met our gaz-, and nothing but the howling of the circular-sweeping winds and the noise of the break thirty-three in number - was meanwhile at his post, and although death seemed imminent, cheered by the Captain's voice, none of us faitered. Toward the evening a sad incident occured. An enormous waye smashed into the pilot house and broke down the wheel gear. One of our best men, Julius Johnson, rushed to adjust it again. When another wave no less violent than the first swept him overboard. He was seen no more. The approach of night did not diminish the fury of the harricane; indeed the horror of our situation was only enhanced by the darkness which enveloped us. One after the other the boats were jerked out of their fittings and washed overboard. The bulwarks were smashed into arous and the ceok's house was broken away. The sea at some moments was as high as the top of the smoke stack and we feared every moment that the machinery would be overflooded and put out of order. The Saturday night we passed was as borrible a time as I ever had and we all thanked God when Sunday morning slightly calmed the raging of the elements.

"If the Vera Cruz has succumbed to this cyclone, which is more than probable, I hardly think a soul on board will have been saved. The vessel must have been wrecked between St. Augustine and Cape Canaveral, a very dangerous coast, consisting of sand banks and reefs. Besides this, the violence of the storm probably made the use of life-boats impossible. Captain Van Sice is an excellent seaman and I know him well, but all his science would be thrown away in a cyclone such as those which pass over the West India Islands,"

CAPTAIN FOOTE'S OPINION. The Santiago de Cuba, of Clyde's line, arrived at quarantine yesterday. It should have arrived about twenty-four hours earlier, but was delayed by the storm, which was encountered in the Straits of Florida. The Captain, S. E. Foote, was found at the company's office yesterday by a Thinting reporter.

"We left Havana," be said, "at 5 o'clock on Saturday afternoon. It was easy sailing until Sunday noon. At that time the storm broke farrously upon us, with little warning of its coming. All preparations were quickly made for weathering the gale. At that time we were off the coast of Florida in what is called Florida Strait, which is that part of the ocean that hes between Cuba and Florida. The Wm. Wm. sumed the proportions of a cyclone. All night long.

Cach hour added to the fury of the elements until storm continued to merease in intensity until it as-Monday morning. The worst of the storm was Renz, J. Durand, J. DeRivera & Co., E. Remington from 1 a. m. Monday morning until 6 a. m. The & Sons, Davies & Co., Eagle Pencil Company. The waves were mountain high, and swept over the deck of the ship furiously.

"Ind you see any other vessels during the dorm 97

passed us, but owing to the rain and the darkness if Co., L. Manjo, jr., & Co., John Stephenson was impossible to see what she was. Yes, possibly & Co., J. Darand, Coembs, Crosby & Eddy, II, it was the City of Vera Cruz. About an hour later Marquardt, E. Heen, J. Sagerae & Co., Singer another light awept by us, and we could see the lark form of a ship. But through the thick atmost bere and the blinding ram we were not able to make her out. My idea of the storm was that it excended to the eastward of where we were running, and I attempted to stoer out of its path. The City of Vera Cruz, I think, must have been somewhat converted to give the names of the cappagaines hadden. north of us. If the reports of her mail-bags being found on the coast of Florida are true it is my

The following is a list of the mail matter sent by opinion that she went down. I have perhaps gone through rougher weather, but I don't want to do so again. Think of going through the water at the take of fifteen miles an hour, and the simp nitching one letter; from Panama to Havana one

so that you could scarcely keep on the deck. That's what it was. Our vessel fortunately escaped without serious damage and without losing any of the life-boats. We had very few passengers on board."

A case was cited at this office of the steamship Clyde, now running to Charleston, which encountered a severe storm in 1874. The pilot's house and captain's room were washed away, but the ship arrived safely in port. The Western Texas fared worse in another hurricane, having had the entire cabin swept away. Yet the ship, in this condition, was run in'o port, and the crew and cargo were saved.

OFF THE BAHAMAS. The steamship Santiago, of Ward's Havana Line, was abrest the Bahamas when the hurricane struck her. The storm was so violent that it was necessary to heave-to the vessel for twenty-four hours. Dur ing this time the heavy cross seas broke over fore and aft, and many times almost submerged her. Several barrels of molasses stowed on the freight deck became loose, and rolling from one side to the

south to south-southeast, when off Cape Lookout, and 200 miles were accomplished that day. The Vistoria Market whatves have been all blown off. leav-

blown away and one of the masts was disabled.

being about lifty miles an hour.

Captain James Bulger, of the stenniship Colerado, of Mallory's Line to Galveston, said that his vessel down. The chilalogue is a long one. Every street that the city stands the farty of the importance and there. was at Key West during the hurricane, and therefore did not feel it. The barometer, however, was very low during Saturday and Sunday.

The steamer Nisgara sailed from New-York for point, and is thus of great service to Sommern vessels bound for New-York and Boston. The Vera Havana Angust 20, and it is thought that she encountered the one storm in which the City of Vera Cinz is supposed to have foundered. The Nizzira much interest is felt concerning her. The following is a list of the passengers of the Magnin;

DESCRIPTION OF THE STEAMSHIP LIST OF THE CHIEF OFFICER -THE CARGO VALUED AT \$100,000 AND SAID TO BE FULLY IN-

The City of Vers Craz was built in 1871 by J. Englis & Son, at Greenpoint, L. I., for the F. Alexandro & So n's Line, and was employed in the trade between this city and Havana and Mexico. was a wooden versel, 287 feet in length, 37 feet beam, 26 deep and had a draught of 19 feet of antine rigged, had two masts, one smoke stack, and was propelled by a serew 15 feet 6 inches in diameter with a pitch of 23 feet. She had three decks; her timbers were of white oak, exe-frut and hickory. Two cylinder engines supposed the motive power. The vessel was strengthened by iron strips and was considered one of the staunchest in the line. The cabins of the vessel were finely finished and comfortably furnished; electric he is were pravided for commomeation between the different departments' The mail-room was next to that of the purser, near the centre of the ship. There were eight life-boars in an -four on the port side and four on the starboard side. The place where the baggage was stored was about midships.

Following are the chief officers of the vessel: oiward Van Sice, captain.
M. Barris, mate.
N. Nisen, second mate,
dias E. Whiliney, purser.
M. Muller, carpenter.
Brandenberg, quarter
master.
A. F. Lsomis, steward.
J. Schoen, second stewards

The cargo of the City of Vera Cruz is valued at from \$100,000 to \$150,000. This is a smaller cargo than she usualty carries. From the information that can be obtained it is insured for about 70 per cent of its value, but the insurance is so divided that no one company will be a heavy loser. The cargo consisted mainly of small shipments of assorted merchandise. A considerable portion of it was consigned to Havana, and the remainder to the Mexican ports. The names of the principal shippers, with the list and approximate

| TO HAVANA. Name. Shipment. Val J. Cambos. 4 borses. \$1.400 J. W. Hayward. 30 bibs. hard. 75 J. W. Haiyward. 20 cases and 6 is J. M. Haiyward. 20 cases and 6 is J. M. Haiyward. 20 cases and 6 is J. M. Lawson. 160 drams fish 30 James M. Lawson. 163 drams fish. 500 James M. Lawson. 163 drams fish. 500 James M. Lawson. 163 drams fish. 500 | value of their shipment | s, are given below. | |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------|
| J Campos 4 horses \$1.400 J W Hayward 30 libbs fact 75 J W Hayward 30 cases and 600 J W Hayward 20 cases and 600 J ames M Lawson 100 drams lish 300 James M Lawson 100 drams lish 500 James M Lawson 163 drams lish 500 James J Lawson 163 drams lish 500 | TO I | HAVANA. | |
| J. W. Hayward 30 fibs. fard 53 fibs. fard 53 fibs. fard 54 fibs. J. W. Hartward 20 cases and 66 fibs. J. W. Hartward 160 frams fish 30 fibs. farm s M. Lawson 200 crums fish 50 fibs. fibs | Name. | | Valu |
| Moran Brown & Co Machine v 750 | J. Campos. J. W. Hayward J. W. Hayward James M. Lawson James J. Lawson James J. Lawson Assessing L. Zardo & Co Moran Brow. | 30 febre fard 20 cases ard 100 drams fish 200 crums fish 163 drams fish 50 bales paper 150 tierers ard Waching V | 750 600 305 760 506 120 1,024 750 |
| Mailland, Parips & Co. 12 tierres hams, 63 | Maliland, Purips & Co | 12 tierres hams. | 631 |
| J. E. Stow 117 bundles rope 1,30 | | | 400 1,300 9,200 |

Other shippers to Havana are E. P. Loomis & Co., largest shippers to the ports in Mexico are: Theband Bros., J. E. Powers & Co., Navarro & Munoz, J. DeRivera & Co., Lauman & Kemp, M. Echeverria & Co., Ames Iron Works, Wexel & DeGress, M. Stronge & Co., Ramsey &

letter. The following were the mails from New-York: Bags of letters. Bags of papers.

Registered letters: Vera Cruz, six; Havana, thirty-six; to all number of letters sent from the New-York Post Office, 5,975. One dispatch bag from the State Department at Washington, for the United States Consul-General at Vera Cruz, was also on board.

THE JAMAICA HURRICANE. GREAT DESTRUCTION OF PROPERTY-MANY SHIPS

WRECKED. KINGSTON, Aug. 20 .- The Bulletin gives ineresting details of the great hurricane on the night of Wednesday, the 18th. It says: "Between 8 and 9 o'clock ast night, a hurricane broke ove the city and lasted nutil 2 o'clock next morning. At 8:30 the fury of the torm was at its height. The hissing, creaking, whist ling, roaring sound of the wind was fearful. Vesse is have been sunk end driven ashore, wharves destreyed,

strict of the second assistant engineer.

Surfit, C. seco

of clothing or effects. The heavy tiles which paved the ing the market a mere skeleten. All the pententiary sustained considerable damage. The harbor presents a The captain saw no signs of the wreck of any dreadful appearance, as there is not a sound vessel or The captain saw no signs of the wreck of any vessel, but thinks it possible that so powerful a storm might have overcome even so staunch a steamer as the City of Vera Cruz.

Captain Hines, of the steamship Western Texas, of Mallory's Line, which arrived here Monday last, said that his vessel came up just abraid of the hirricane, as was indicated by baffling northeast winds, and a very heavy sea running. Captain Hines received a letter from Jacksonville, Fla., yesterday, stating that the hurricane was the most violent ever known there, the force of the wind being about tifty miles an hour.

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Captain Hines, of the steamship Western Texas, of Mallory's Line, which arrived here Monday last, said that his vessel came up just abraid of the hirror including the large and substantial houses have taken his precise the fury of the wind, to say nothing of the teneman of the poor relaxes, with whom we showered price the fury of the wind, to say nothing of the teneman of the poor relaxes, with whom we showered was principled in the large the fury of the wind, to say nothing of the teneman of the poor relaxes, with whom we showered springer the fury of the wind, to say nothing of the time hard of the large the fury of the wind, to say nothing of the time hard of the large the fury of the wind, to say nothing of the time hard of the large the fury of the wind, to say nothing of the time hard of the large the fury of the wind, to say nothing of the time hard of the large of the wind, to say nothing of the time hard of the large the fury of the wind, to say nothing of the time hard of the large of the wind, to say nothing of the time hard of the large of t

the Kings on station. The wares are alshapped, the train could not pass the Cobre, the bridge having twisted."

AN TRON SHIP SUNK,

Lonnon, Sept. 3 .- The German bark Christol. Captain Zebas, from New York August 1 for Bremen, was needliston 800 miles south of Cape Clear with the min soip Gartenned, of Greenock, from Java, liden with surar, for Quienstock. The Gartenness such but her crew was saved. The Chris of is making the Figure 1.

MIDNIGHT WEATHER REPORT.

GOVERNMENT INDICATIONS.

Symmetric to and 21 and The barom-South Atlantic States. The temperature has risen in Rain has falled once the base report in the Lake region, Toursease and the Onte Valley, Gule States and Western

For New-England and the Middle Atlantia States, lower baroned r, stationary or higher temperature, goutnerly winds, partly cloudy weather.

| Des tosas Morni | ng. | 7156789 | 1011 100 |
|----------------------------------------------------------------------------------|-----|---------|----------|
| 81 | | | 30 |
| 25 | | | |
| 50 Mg | | | 29 |
| The diagram enters has a notes. The corpendicula corredian midnight, The b | | | |

TRIBUNK OFFICE, Sept. 4, 1 a.m.-The movement in the barometer yesterday was almost stendily downward. Partly cloudy and for weather prevailed. The tem-wrature ranged between 60° and 81°, the average 749) being 1349 higher than on the corresponding day ust year and 134 bigher than on Toursday.
Warmer and partly cloudy weather, with slight chances
f occasional light showers late in the day, may be excuted to-day in this city and vicinity.

OBITUARY.

THE REV. SAMUEL D. DENISON, D. D. The Rev. Dr. Samuel D. Denison, honorary sceretary of the Committee for Foreign Missions of the Protestant Episcopal Church, died early yesterday merning at the house of his sen-in-law, Minot Fisher, of White Phalas. Dr. Denison was stricken with apoplexy e Tuesday evening. He had been in feeble health for some years. He was born in Boston in Octo ber, 1810, and his youth was spent at Stonington Conn. At the age of thirty two he entered the mission cooms as assistant to the secretary, and remained there about three years. On May 28, 1845, he was ordained. For the next eight years he was engaged in ministern work in Texas and at Great Barrington, Mass. He was work in Texas and at Great Barrington, Mass. He was elected accretary and general agent of the Foreign Committee in 18-35, and continued in this office unto 18-64, when failing attenuth caused him to resign. He was nowever, recalled by the Board of Missions to serve in emergencies at several subsequent times. Dr. Demisse also served the committee as local secretary from 18-61 to October, 18-55, and was elected hemorary secretary in December, 18-70. From November, 18-70, until March of the present year he filled the nesstion of assistant treasurer. He received the degree of Doctor of Divinity from Hobart College in 18-67.

JUDGE JEROME FULLER. ROCHESTER, N.Y., Sept. 3.-The Hon. Jerome Fuller died in Brockport last evening. He was about

venty years of uge. Judge Fuller was a member of the Assemage in 1845 from Monroe County, and in 1848 and 1849 are was a number of the State Senate from the XXVIIIn District. In 1851 he was appointed as Cutef Justice of the Territory of Mannesota, and held the office for one the Territory of Arabesota, and a fine time by an eyear. In 1867 he was a member of the Constitutional Convention, and supported the proposed constitution usingted by that body. In November of the same year he was elected as County Judge in Mooroe County, and held the position for ten years.

WILLIAM HENRY WILLS.

LONDON, Sept. 3.-The death is announced of Walliam Henry Willis, one of the founders of Punch and afterward associated with Charles Dickers in the stablishment of Household Words, of which he was the working editor. He was in his seventy-first year.

Mr. Wills, who was born in Plymouth, was

a constant confributor to Punch, The Penny Magazine and Saturday Magazine. He was also connected a times, both as a contributor and editor, with The London Dasly News, Household Words, Chambers' Miscellany and of the Sir Roger de Coverly Papers, from The Speciator of the Sir Roger de Coverly Papers, from The Specialor,
All the Fear Round. In 1851 Mr. Wils published an edition
with notes of his own. In 1860 he published in book
form thirty-seven essays which he had contributed to
Household Words, and the same year he issued a
compilation: "Peets' Wit and Humor, Selected." Mr.
Wills enloyed the friendship of Charles Dickens, and is
frequently referred to in his published letters.

JEROME K. BOYER. HARRISBURG, Sept. 3 .- Jerome K. Boyer, one of the eldest journalists in the State, died this morning, at the age of seventy years.

RAILWAY INTERESTS.

CUTTING OF FREIGHT RATES.

It was rumored in railway circles yesterday that the trunk lines had again violated their agreements not to "eut" rates on Western freight, and that Commissioner Fink had been appealed to to investigate and punish the delinquents. Upon making inquiry it was learned that on Friday last a contract had been closed between the New-York, Lake Erie and Western Radroad and a certain large provision firm, for one year from date, to bring hog products and provisions from Chicago to Boston and other New-England ports, and allow a rebate of 33 per cent from the schedule rate of treight; tiso, that contracts had been made for other freight, al-

lowing a relate of more than 50 per cent. The existence of this contract was discovered by the Grand Trunk and the Vermont Central Entirends, and they have each entered a protest against the action of they have each entered a protest against the action of the Erie. It is known that the Grand Trank had been "enting" on freight for a long time, and its protesting position was thought to be absurd; but the company protested that it had "reformed." It is claimed that both the Grand Trank and Versiont Central save since declared. "cut." rates, and that the New-York Central hasf oflowed in the wake of Ere and renewed several two year contracts which are about to expire, limiting the new agreements to one year only. In some cases, it is said, contracts for car-loads of book treight have been made allowing a rebate of \$70 from the schedule rate of \$120, making the actual rate \$50.

Commissioner Fring when spoken to upon the subject, admitted that he had beard of "sight pregnarties," such as above mentioned, but did not think these petry quarrels were of great interest to the public.

WITHDRAWING FROM THE POOL. A meeting of the managers of the Wabash, St. Louis and Pacific Railroad was held late yesterday afternoon, and in addition to other business a resolution was passed declaring that the company was justified in taking addie fraignt is could get, east or west, at whatever rate it chose to contract for, irrespective of the regulations of the Southwestern Railway Pool. Associa-tion. It was associed that this action is a declaration of war against the other Western railreads make at your terments at sother Chesara, Indeed or St. Leals, and will probably result in breaking up the Southwest poels.

A ROAD ACROSS SOUTHERN IOWA. CHICAGO, Sept. 3 .- Assistant-General-Maning the market a mere skeleten. All the pententiary vessels have foundered, and those at Port Royal have Railroad, went West last evening with an engineering party to locate the first (went) five unless of the new unfrome which his combany with build homedialely in Southern lows, from Humestown, Wayne county, to the Missouri liver. Surveys for the line were made two

RAILWAY DISASTERS.

WHITE HOUSE, N. J., Sept. 3.-A coal train on the Central Russead of New-Jersey broke a coupling white country down the mountain near Brac's Hill, between this place and Lebaron this morning. Forty cars were scattered over the two traces. Many were budly proken; delaying through regist trains for four hours. The wires was elected away in time to prevent any delay to passenger trains.

steading a ride on a midnight train on the Lenizh Valley.

Endroud, fell from the car and was instance which.

Hermory N.Y. Sob. 3.—About 1. o'clock this after.

Were found marked on the bullding which have been HITSON, S. A. Sept. S. Andrew Hitson, drawing means an earlier on the finds on five Baircand, drawing a maxed freight train composed of fife, these cars, bound north, tan of the trace scon after cossing the Stochport Bridge, carrying twelve cars with it. No lives were jost, but considerable damage was done to the engine,

STRACUSE, Sept. 3.-A collision took place to-day on the New-York Central Rentroad at Goddes. A freight from followed too closely a construction train and to eight mounted a postorm ear and reded down the cu-causing at. No person was injured.

CITY AND SUBURBAN MEETINGS.

ENTHUSIASM IN THE 1ST AND XIBTH DISTRICTS-CHARLES MEN AT WORK-A GATHERING ON

Garge of and Art our Campaign Club of the Ist Assembly District was held last night at No. 1 D shressessi Peter J. Starvesaut, the charman, made introductory remarks on the work of the cmb. The first speaker, out of their votes and their supremary, the same may be done in all the States, W. A. Town-sey, of the IVth District, dwell at considerade length on the issues of the campaign General George W. Paimer, the list speaker, in a stir ring address, and: "The people should study the interests of the country when they go to the ballot-box next

A meeting of the Boys in Bine and of the Campuign Club of the X II h Assembly District was held just evening at Surta's Hall at Eigath-ave, and Eighteenth-st. Clarence Mende, the president of the club, was in the chair. A speech was made by A. T. Biesett, of Brazoria

VIIII Assembly District, 400 strong, had a torchlight parade in the early part of the evening and attented the meeting in a body. Specimen were made by J. R. D. sam, b. Enlor of The Western Ecko, a colored paper printed at Unea; F. P. Jonnson Howard, secretary of the Kings County Boys in Blue; John J. Freeman, S. W. Clay, J. S. Johnson and others. The State Central Committee or colored men has issued a call for a State Convention of coursed men, to be held in Unea September 20. Delegates to Una Convention avec been elected from every Assembly District in this city.

The Republicans of Pearsall's, L. I., held a ratificathen meeting and banner rusing on Wednesday night, ander the auspices of the Pearsan's Garfield and Arthur Unit. The meeting was very successful. People from aries around were in attendance, not less than 500 being present James Languager, of New-York, was introduced as the first speaker by the president f the club, Charles L. Sherman, and held the close atter

THE FIRE RECORD.

HEAVY LOSSES IN HAGUE STREET. BUILDING USED FOR STORAGE BY SCHULTZ, SOUTHWICK & CO., DAMAGED-THE DAMAGE \$86,000.

As Officer James Murphy, of the Oak Street Police, was returning from his dinner yesterday about 7:15 p. m., he saw, as he walked down Pearl-st., flames ssuing from the fourth story windows of a building be longing to Schultz, Southwick & Co., at Nos. 9 and 11 Hague-st. After giving the alarm he hurried to a large tenement-house directly opposite, at Nos. 2, 4 and 6 Hague-st., to warn the inmates of their danger. As he came out of the tenement-house he was joined by Watchman McBride, who is stationed at the Brooklyn Bridge, and together they burst open a door of the build-ing and ran up stairs. Murphy first entered the room where the fire was. The smoke was stiffner, and he rushed to one of the windows to open it. Instead of reaching the window, the next moment the officer feit bimself failing through the air with lightning rapidity. His aerial flight ended with a terrible jar, as he struck on the floor of the third story. His clothes were torn, while his left leg, which was terribly bruised, was bleeding. Shouting to McBride to stand back, he got up with great difficulty and limped down the stairs, where he was joined by McBride.

By this time the smoke had pen-trated the stables of Schultz, Southwick & Co., which are just back of the burning building, and the twenty-four horses belonging to the firm, kept there, were beginning to snort and prance around their stals in a very lively manner. Three or four of the employes of the firm had collected near the building, and they led them to the bide and near the building, and they led them to the mass leather house of the firm, just across Chif-st., but opening on Vandewpier-st. The building in which the fire beake out is a starehouse owned by Schultz, Southwick & Co., at this and Hazure-sts. Next to this, at Nos. 3, 7 and 9 Hague-sts. Is a building, the ownership of which is being disputed at prosent in the courts. No. 1 Hague-st, is a building, the ownership of which is being disputed at prosent in the courts. Nos. 9 and 1 Hague-st, is used by Schultz, Southwick & Co. for storing bair and hides. T. Roberts, a manufacturer of being, occupied the greater part of the first floor and basement, and t. Herzog, a manufacturer of the first floor and basement, and the Herzog, a manufacturer of the first floor. The tronbuilding, next to the store-house, it sub-lensed to a number of tennants. These were Walter W. Woolley, a manufacturer of instea. J. Nichels, a manufacturer of harmesses; S. S. Holley, a leater, and Edmund Newton, a manufacturer of instea. J. Nichels, a manufacturer of the first burned briefly at first and was son communicated to the from building adjoining. By this time hundreds of poole had collected to witness the configuration. The firement tan their hose in through the lennest house at Nos. 2, 4 and 6 Hague-st, and were soon pouring four or five steams upon the fire. Such as leather house of the firm, just across Cliff-st., but open-

The fire burned briskly at his adjoining. By this time bundreds of people had codected to witness the configeration. The firemen ran their bose in through the tenement house in the pool to the trench the tenement house in the pool to the remember of the steams upon the fire, so that the fluines were confined to the third and fourth stories of the two buildings. The sparks and emers follows showers in the court between the static and the burning burnings. This court, however, and a brick fluoritis, and the windows of the stable were likely protected by heavy iron shutters, so that the fire was not communicately to these. For a considerable time the fire second to be making beadway, and it looked as if at the close would go, the tream of the store active, and these or four streams directed from that poin seen chocked the fire. The costs were as follows: Scauliz scathweek & Co.—damage to store, \$2,5,000; to british, \$12,000; insured; E. Newman—damage to stock, \$15,000; insured; E. Newman—damage to stock, \$15,000; insured; E. Newman—damage to stock, \$15,000; insured; J. A. Thylor—damage to stock, \$10,000; clastred; T. Wockey—damage to stock, \$10,000; fluinted; T. Wockey Scauling of the stock, \$1,000; insured; J. J. Wockey at Nos., \$1,000; insured; J. Holly—damage to stock, \$2,000; insured; J. Holly

CINCINNATI, Sept. 3.—A fire to-day destroyed the carriage factory of Anderson & Harris and also the carriage factory of Anderson & Harris and also the carriage factory of Anderson & Harris and also the carriage factory of Charles Schmolts adjoining.

The building was owned by Mr. Vestetter Loss

found on previous occasions on Warehouses subse-quently fired.

GREAT FIRE AT HARTH FALLS. Thory. Sopt. 3.—There was a large fire at Hart's Falls to bay. The "Schuration's Home," Easer's Hock, including Deker's Opera House, and ten atmer buildings were burned. The loss is estimated at \$150,000. The insurance is about \$75,000.

COAL SHEDS DESTROYED.

CHELSEA, Miss., Sept. 3.-Evans & Camp-

FIRE AT WEST GLOUCESTER. Groverstan, Mars., Sept. 3.-The dwelling.

AN EXHIBITION BY CAPILIN BOYTON.

Captain Paul Boyton, who swam across the the worst themsen a long programme, em-

SAFETY IN NAVIGATION.

Washington, Sept. 2.-The New-York Martime Register Company, of New-York, has noked read for preventing volusion at sea, and which have been adopted by many and time nations and went lists effect yesterday, were analog apon American vessels to

RETURNED SAFELY TO HER HOME. The young Armenian girl, Tekna Shahmirrie, who was reported as missing from her home on Thesday, was restored to her parents last evening. She

could speak no English, and was found in the afreet in front of her house by Mrs. Baker, of No. 20 At antic-ave., Brooklyn, who took care of her for two days.

CHIEF JUSTICE APPOINTED. ATLANTA, Ga., Sept. 3.-Judge James Jackson, Associate Judge of the Supreme Court, was ap-polated that Justice of the Supreme Court to day by Governor Couputs to full the vacancy caused by the resignation of Judge Higam Warner.

PASSENGERS ARRIVED.

chair. A speech was made by A. T. Resett, of Brazeria County, Texas, who related his experience among the Kn-Kaux Khan of Bezuria County, and bitted several flarr at cases of coercion as exetensed against the Republican voters in the Saatch Many new harms were added to the roll. Among them were those of 112 colored men. The attendance at the meeting was large, and much cerns this as an electrical companies. A large and enthusiastic meeting of the Colored Central Committee was held Thursday evening, at the headquarters of the committee, No. 256 West Thirtiethel. The Excelator (colored) Boys in Blue of the Vilth Assembly District, 400 strong, had a torchlight parade in the early part of the evening and attended the meeting of a book. Seedies were made by J. R. D. Sam, h. Editor of The Western Ecolo, a colored paper printed at Ulras; F. P. Johnson Howard, servetary of the Kings County Boys in Blue, John J. Freenan, S. W. Clay, J. S. Johnson and others. The State Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Convention of colored men has issued a culi for a state Conventi FROM BREMEN-BY STRAMSHIP ODER. Luke, A Luke, the Rev E Alban, 4188 M Herwood, Dr Bogniz, H Retrach Mrs A Schulte, A E

BOUND FOR EUROPE.

The City of Richmond, of the Inman Line : the Khein, of the North German-Lloyd Line; the Devo

was introduced as the first speaker by the please attention of the club, Charles L. Sherman, and held the close attention of the andrene for nearly an hour. He was followed by Waiter M Chamiller of New York, who delivered an interesting address of no the principles at states in the present campage. Cononci Segman, of Brookly Balso made a lew remarks. The ties Cinb furnisher's same campages somes. The meeting closed with singing and a display of floworks, and then the binner was rused. In the meeting was a very effective one, and there was more laterest manufested in it than in any other needing that has ever been held in this part of Long Island.

NOTES OF THE CANVASS.

The Republicans of Maspeth, L. L., have decided to build a wigwain in which to hold their meetings.

The Republicans of Brooklyn will attend a mass meeting to raifly the party homomatous in the Academy of Music, on Thursday evening, September 9. Among the speakers are expected General Joseph C. Hawley, of Hartford, Conn., William Waiter Purips, of New-Jersey, and Chaunces M. Depew, of New-York.

For other Local Publical Accesses of County Practice of Science and Chaunces M. Depew, of New-York.

For other Local Publical Accesses of County Prace.

FOR LIVERPOOL-BY STEAMER ERIN. Brentan L J Johnson, H G Boyle, Capt J W Boyle, G B Seunders, E B and wife Thomas, Mrs M Saenders, Miss E Spratt, Colonel Sharpe, Mr and Mrs Blow, W J Sharpe, Mr and Mrs Blow, W J Whitforth Miss Appleton, Mrs and Ferris, T W children with the state of the state of

FOR LONDON-BY STRANSHIP VICTORIA. Thilberg, H
Bromefridge, J C
Bromefridge, J C
Pratt. Miss I.
Bayschier, T and
Wife

Wife FOR GLASGOW-BY STRAMSHIP DEVONIA.

Jeffrey, T French, S.T.& wife
Theband, D Maxwell, J.D. and
Forsyth, D and wice
Mapphee, the fley Alcanox, Dr.
Barnes, F. and wife Mcchellan J.G. Simpson, D Newton, DrB Black, W W Lestra, H Villapane, G FOR BREMEN-BY STEAMSHIP RHELV.

Noltenina, Dr B G Maul, H Schnieger, Mrs.
Hardenbergh, J A Mess, J
Hardenbergh, Mrs.
Son and maid
Ledlin, Mrs. O W
Grinnil, Miss P
Cock, Miss N
Unser, Mrs. W
Hall, Miss E
Wolf, F W
Lastenbar z, Miss A Schnieger, Mrs O Peter, L. Peter, Mrs Dierks, J.H.

LATEST SHIP NEWS.

PORT OF NEW YORK ... ARRIVED SEPT. 3. Ship Maria Anna (Ger., Lang., Bremen 44 days, with har rele and from to order, vended in Herman Koop & the Ship Z ppara (Nov., Hoteling, Havry and Helaware Breek-water 37 days, in ballant to common, Fracering & to. Ears Ionian (of Sunderland), Cann., Answerp 42 days in ballant to hoy & Hinkell.

thark Sif (Nov.), Josephsein, Aberdeon 39 days, with old from to order. to order. Bark Milan (Aust), Milanovich, Limerick 3D days, in ballast to Slocovich & Co. to Siccovier & Co. Bark Dringt Dubrovachi (Anst), Turcoveyich, Tcales via Desawaro Breakwater 43 days, in ballinsi to Austin Schwin

Bark Gran Canaria (Span), Drennera, Havana Aug II, in Bailant to J Durand. Bark Barker Percy for Liverpool). Galbraith Singapore in the with make to grider, vessel to Warron & Co. Brig Win to exhom five of Charleston 12 days, with phis-philer of to order, vessel to master. WIND-Super-At Sandr Hoor, moderate, S; very harp, At City Island, light, SW; clear.

At City Island, light, SW, clear.

FOREGIA PORTS

LONDON, Sont St.-Arrat Rechart at Hoctor, from New Orleans, at hotterdam, atr Prinz Producted Carl (Ger., from New Orleans, at hotterdam, atr Prinz Producted Carl (Ger., from New Orleans), Sont a. Sailed, str. Britannic, for New York, Array Savitin, from New York for inverpool.

LOSDON, sept L. Sailed, atr. for inversion of the inversion of Union

Art 20th ult. C & Bushnell, Sthai: Blat ult. Arsola, Att, Hope; 2d hod, Acert. Blorn. Distrator E & Hocken, Flora-Ismaele, Jermen, Lussigmana, Marsing Liels. Particular Peacemaker, the latter at Falmouth, Prince Umberg and Salum, Sayout Faire, at Gazzaret, Virge, Zaloud, Linka, Alkanton, Citton Frame Sing, Mary E Chapman, Nagura Paola, Quattra Fratchi, Resilvata Matre, Simpatia, Sallow Sarting, Theresa, the latter at Dimpeness, Union, Young America.

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THE PERSON NAMED IN

a services will be hold at Congregational Charlet. Fair-on Gonday, September 6, at 215 p. m. Friends are requesto i to seno no dowers. Trans leaves S. Y., N. af. and H. R. R. depot. (libet, at 11)

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